



ANNUAL REPORT
TO CITY COUNCIL
1956

*Including a review of activities of the
Authority since its establishment in
June 1952 and a reassessment of the
Parking situation*

THE PARKING AUTHORITY OF TORONTO
MAY 1ST 1957



THE PARKING AUTHORITY OF TORONTO

MANNING CHAMBERS • 414 BAY STREET, TORONTO • EMPIRE 6-8411, LOCAL 581

RALPH C. DAY, ESQ.
CHAIRMAN

LT.-COL. JOHN F. ELLIS O.B.E.

ALFRED WARD, ESQ.

JOHN R. WALKER, P. ENG.
GENERAL MANAGER

May 1st, 1957

Mayor Nathan Phillips, Q.C., and
Members of the Board of Control,
City Hall.

Gentlemen:

Pursuant the requirements of R.S.O. 1952 and By-law 18680 establishing the Parking Authority of Toronto, we are pleased to present for your consideration our Fifth Annual Report, for the year 1956.

As reviewed subsequently, the year past has seen a further successful expansion of the municipal parking facilities entrusted to our care. Municipal carparks in operation were increased in number to thirty-four, having some 5,000 lock-up, self-park spaces. With modest parking rates of 10, 15 and 20 cents per hour, we served 2,821,000 customers. To acquaint motorists with the location of municipal carparks in various districts, new identification and directional signs were introduced, guide-maps distributed, and a modest advertising program commenced.

Our first parking garage at Queen and Victoria was opened in the Spring, being of self-park, ramp design with 450 spaces. It has been patronized to capacity and we are considering construction of a final floor for 100 additional spaces for which original design provision was made. Contracts were awarded for the first two "Pigeonhole" elevator garages, having 415 spaces at Temperance Street and 305 spaces at Dundas Square;—for completion this Summer.

Economic feasibility and design studies for an ultimate 2,200 car garage under the Civic Square were completed in the Fall. Your Council approved our recommendations—Stage (1) for 1,300 spaces be proceeded with, and construction should commence this Spring for completion in the Summer of next year.

We are pleased to report that your municipal carparks have continued to be operated on a self-sustaining basis—without charge upon the general taxpayer. Indeed, some \$105,000. Real Estate and Business taxes were paid last year and capital assets in the name of the City of Toronto purchased or committed from Parking Authority revenues to the amount of almost \$708,000.

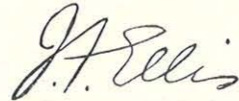
Much of our continuing success and pleasure of service has derived from the encouragement and co-operation received from the Mayor, the Members of the Board of Control and City Council, and the community at large. Reporting of our program and activities by the Toronto Press has been generous and fair. Assistance and guidance from appointed officers of your Government has been given freely and wisely. The administrative and operation staff of your Authority has given continued loyal and unstinting service.

In submitting our Report for 1956, may we again record our appreciation for the sympathetic co-operation received from your Council.

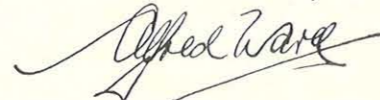
Yours faithfully,



Ralph C. Day,
Chairman,



John F. Ellis,
Commissioner,



Alfred Ward,
Commissioner.

RCD/LW

1956 ANNUAL REPORT

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THE PARKING AUTHORITY'S FIRST FIVE YEARS

*We would-be solvers early learned
that the parking problem is more
various than we had imagined - -
and that rational solutions are
seldom easy of accomplishment.*

A Brief Review

The parking problem prior to the Authority's appointment in June, 1952, was considered a "downtown" problem. But the members of the Authority soon appreciated it to be community-wide, affecting equally downtown, uptown, neighbourhood shopping districts, and older residential areas.

The first year was taken up with studying of old reports—pigeonholed through lack of implementing agencies, with public hearings of interested parties—both business groups and commercial parking operators, and with inspection and consultation in progressive American cities. In the Fall of 1953, a comprehensive Statement of basic principles and policies was issued, followed shortly by an initial program of capital projects. This program was received with misgivings by City Council, being considered ambitious and controversial. Portions were opposed by local citizen groups and in particular the downtown parking program was bitterly opposed by commercial parking operators. Lengthy hearings in County and Supreme Courts, and before the Ontario Municipal Board, heard predictions of failure at the expense of the taxpayer, subsidization, socialism and the like.

It was not until late Fall, 1954, that final approvals of a slightly modified program were received from Council, Court and Municipal Board. Since that time, the Parking Authority, acting as trustee for the City of Toronto, has developed a municipal parking program second to none. The Authority has never been a charge on the general taxpayer, but pays normal business and real estate taxes, unlike its American counterparts. Such taxes in 1957 will approach \$150,000. It is responsible for principal and interest charges on capital debentures, and its operating profits are re-invested in additional City-owned municipal carparks. In 1956 some \$554,000. worth of lands and improve-

THE PARKING AUTHORITY'S FIRST FIVE YEARS - Cont.

ments were acquired for the City out of Authority revenues, and probably \$860,000. worth will be added in 1957.

Predictions that the City's activities through its Parking Authority would bankrupt private operators have not been borne out. Such operators continue to provide a necessary service, and with evident profit, considering their steadily increased parking operations. In minor degree the Authority's example has caused private operators to improve their physical facilities and quality of service to the public.

The members and personnel of the Authority are aware of their obligations, and try to provide quality service to the motoring public efficiently and thriftily. Despite occasional differences of opinion, we hope to continue to enjoy the confidence of City Council and the community.

What Is The Parking Authority of Toronto

The Authority is a corporate body established by provincial statute and City by-law in 1952. It comprises three resident taxpayers appointed by and subject to City Council.

It is of the nature of a small public utility, charged with responsibility for the establishment, operation and management of municipal parking facilities throughout the City. It is required by law to be self-sustaining, paying all normal taxes, and all properties designated to its care are actually owned by the City of Toronto. It is required to report to Council, and its activities are subject to scrutiny of the City Auditor.

What Are Its Objectives

- To provide a low cost, high quality parking service for the motoring citizenry.
- To establish an efficient and attractive system of municipal carparks throughout the City, including short-term garages in the downtown core, all-day carparks on the downtown fringe, commuter carparks on Subway and expressway, and neighbourhood shopping and residential carparks.

THE PARKING AUTHORITY'S FIRST FIVE YEARS - Cont.

- To provide service and facilities on an economically sound basis, following ordinary good business practices.
- To contribute to an improved transportation fabric for the community, releasing the public streets for the benefit of public transit and moving traffic, instead of the storage of vehicles.

What Has It Accomplished

	1953	1954	1955	1956	Estimated 1957
Carparks Operating	5	10	26	34	40
Spaces Available	500	900	3,000	5,000	6,400
Customers Served	125,000	320,000	875,000	2,821,000	4,000,000

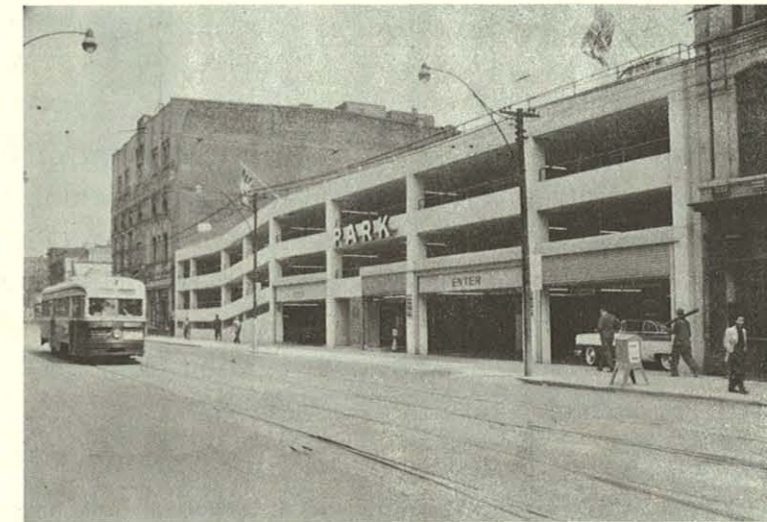


Identification Sign for Authority's Carparks, (design copyright).

HIGHLIGHTS OF 1956

Previous Proposals Completed

- Toronto and Canada's first municipal parking garage, at Queen and Victoria Streets, was opened in April, of self-park operation with a capacity of 450 spaces, the garage was an immediate success with the motoring public.



Ramp Garage at Queen and Victoria Streets

- New Municipal carparks opened in 1956 were:—

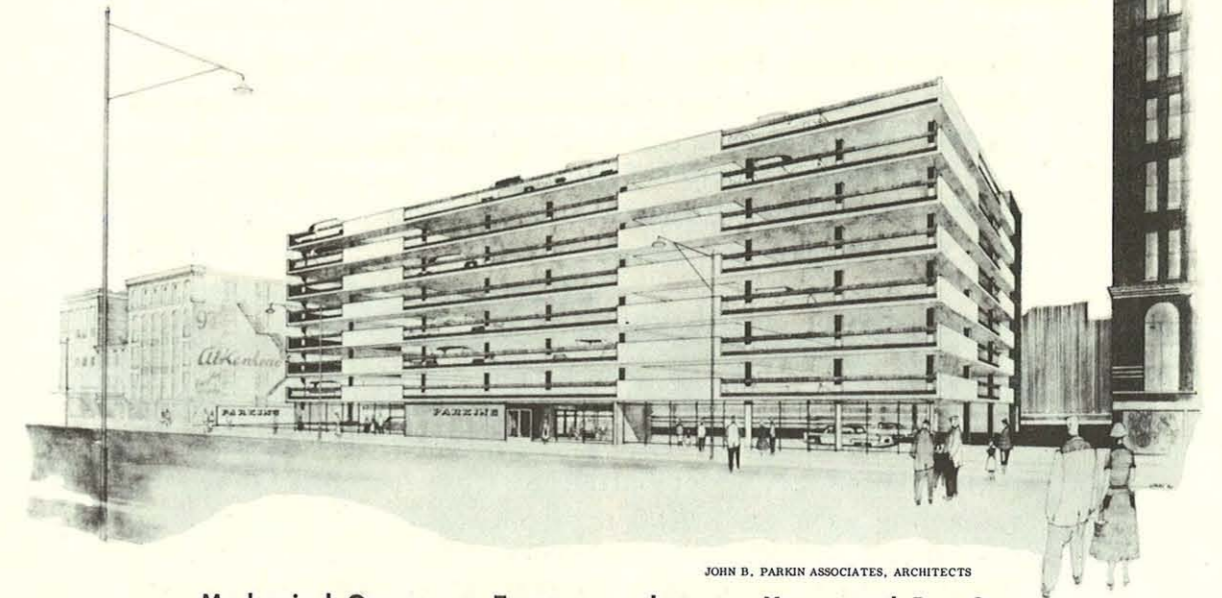
No. 26 - Queen - Victoria Garage	450 spaces
No. 29 - Eglinton - Holly	150 spaces
No. 30 - Church - Colborne	300 spaces
No. 32 - Fleet - Bay - Yonge	500 spaces
No. 35 - Eglinton - Duplex	75 spaces
No. 37 - Bathurst - Dundas	15 spaces
No. 40 - Spadina - King - Adelaide	250 spaces
No. 11 - Pleasant Boulevard Deck over Subway	140 spaces

HIGHLIGHTS OF 1956 - Continued

Previous Proposals—Advanced

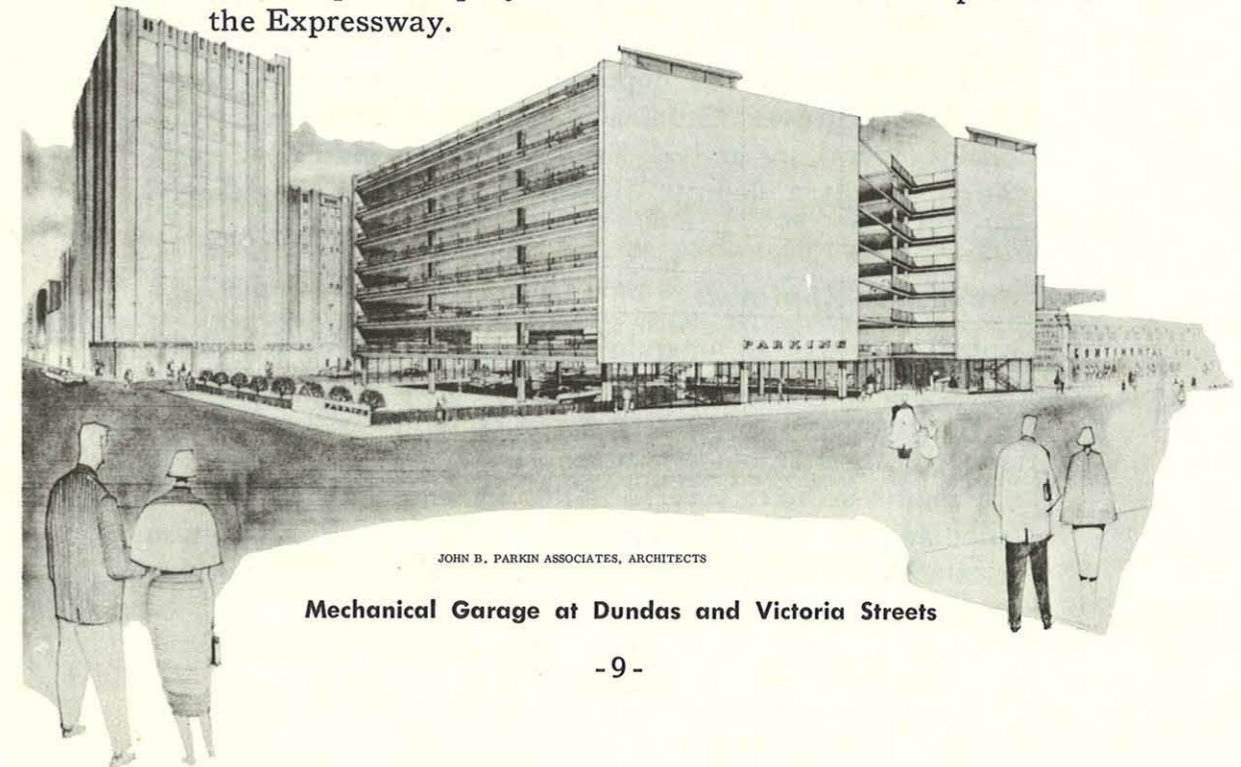
- Approval of the Toronto Transit Commission was received for the construction of a commuter parking deck over the open-cut portion of the Subway right-of-way between Davisville and Imperial Streets. Several firms of consulting engineers investigated the construction feasibility of the project and definite recommendations were forwarded to City Council in January, 1957. The proposal continues to be considered by Council in the light of opposition from various interested parties.
- Discussions were continued with the Department of Public Works concerning the urgent need for public parking facilities in the vicinity of the Parliament Building. The Authority's recommendations concerning a municipal carpark on government-owned lands on Wellesley Street, west of Bay Street, were supported by a delegation from City Council with inconclusive results.
- In January, City Council authorized the Parking Authority to proceed with economic feasibility studies on a garage under the Civic Square. The project is described fully in this report.
- The Authority despatched two consulting mechanical engineers on inspections of mechanical parking equipment in operation in the United States. Their reports formed the basis for specifications and tenders for equipment in the Temperance Street and Dundas Square mechanical garages.
- In August, the Authority rejected as excessive the low tender of \$424,000. for its 350 car mechanical garage at Temperance Street. New tenders were called in December, with capacity of the garage increased to 415 spaces in the meantime, and a low tender received for \$415,000. Patience resulted in a capacity increase of 20% and a price decrease of 2%.

HIGHLIGHTS OF 1956 - CONTINUED



JOHN B. PARKIN ASSOCIATES, ARCHITECTS
Mechanical Garage on Temperance between Yonge and Bay Sts.

- The Council of Metropolitan Toronto in September agreed to adjust design of the Lakeshore Expressway to facilitate later development by the Authority of commuter parking lots at the east and west periphery of downtown Toronto. Such important projects would be timed for completion of the Expressway.



JOHN B. PARKIN ASSOCIATES, ARCHITECTS
Mechanical Garage at Dundas and Victoria Streets

HIGHLIGHTS OF 1956 - CONTINUED

- New municipal carparks under construction or approved in 1956:
 - No. 33 - Temperance Mechanical Garage 415 spaces
 - No. 34 - Dundas Square Mechanical Garage ... 305 spaces
 - No. 36 - Civic Square Underground Garage
 - Stage (1) 1300 spaces
 - No. 38 - Dundas - Simcoe 200 spaces
 - No. 39 - Castlefield - Yonge 130 spaces

Previous Proposals—In Abeyance

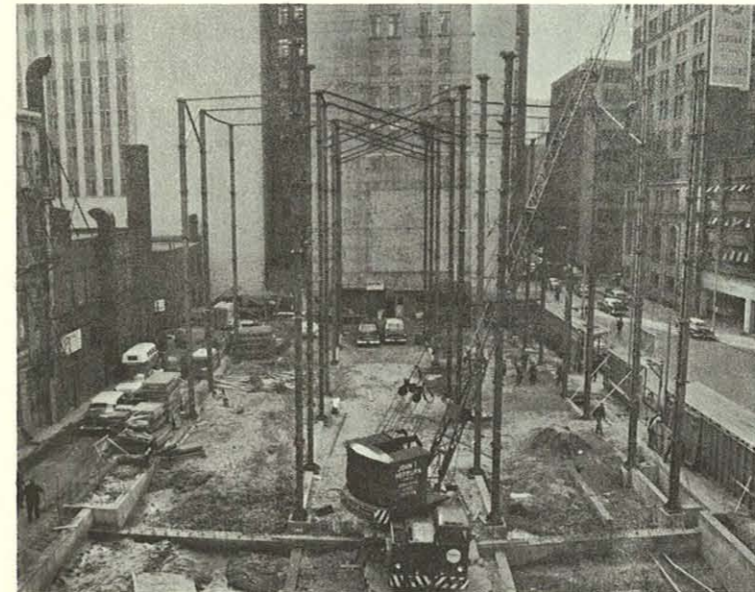
- Five municipal carparks adjacent Bloor Street West between Spadina and Dovercourt Road, were proposed on the basis that due to excessive land costs involved, the first \$1,000 per-car-space be underwritten by the Authority and the remaining estimated \$400 per space assessed nearby business premises as a local improvement charge. The assessment would be equivalent to only \$2.00 per foot frontage per year, for a period of twenty years, but was opposed by the Bloor District Businessmen's Association. Thereupon a poll of 298 property owners was conducted, of whom 66% did not reply, 20% approved and 14% opposed the proposal. The matter rests.
- No progress was made in continuing discussions with the Canadian National Railways pursuant the proposed fringe parking deck over the depressed railway yards at Front and Simcoe Streets. "Studies of the Toronto terminal situation in general are actively in hand" and would upon completion permit a definite answer to the Authority's aged proposal.

New Proposals—Approved

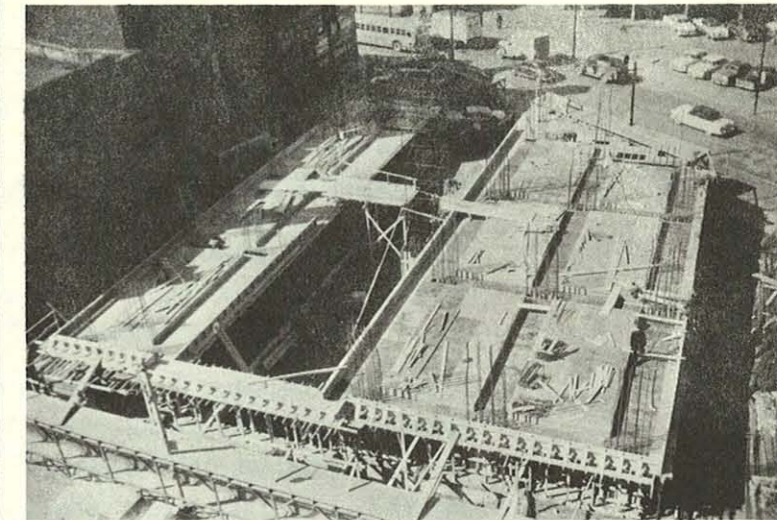
- Council approved an amendment to the Authority's By-laws permitting the Authority to enter into simple agreements for the provision of parking services under certain limitations. As an example, the Authority operated at cost, and as a public service, several minor parking lots during the Canadian National Exhibition. It paid to the Exhibition Association \$764. operating profit derived from this six day operation.

HIGHLIGHTS OF 1956 - CONTINUED

- The Authority's first two mechanical garages, at Temperance Street and Dundas Square, were required to be constructed in reinforced concrete rather than the structural steel common in the U.S.A. The additional cost was not justified in the opinion of the Authority and continuing representations to the City Buildings Department resulted in a modification of regulations which will benefit future projects.



Construction phase March 1956, 1957,
Temperance St. Pigeonhole Garage.



Construction phase March 1956, 1957,
Dundas Square, Pigeonhole Garage.

New Proposals—Not Approved

- The Authority forwarded to City Council proposal for joint financing and construction of parking garages on Adelaide Street West (behind the new Board of Trade Building) and on King Street East (adjacent the King Edward Hotel) with City Parking Limited, a private company. The proposals were not approved due to: "confliction caused to the public by the name of the company; difficulty of controlling the company's parking rates; inadequate financial return to the City".
- The Authority received a similar proposal from the owner of the lands at Simcoe and Adelaide Streets, which was not

HIGHLIGHTS OF 1956 - CONTINUED

forwarded to Council due to the apparent need for expropriation by the City of a parcel of land required to round out the garage site. It was believed unlikely that the City would use expropriation powers on behalf of a primarily private business venture.

- In January, the Metropolitan Roads and Traffic Committee requested a report from the Parking Authority, Metropolitan Traffic Engineer, and Metropolitan Planning Director, on the feasibility of establishing a Metropolitan Parking Authority. An affirmative report was submitted but no action taken in the light of strong opposition by members of City Council. Thereupon Metropolitan Council obtained legislation permitting:—
 - development of municipal carparks by Metro
 - establishment of a Metro Parking Authority

OR

- contracting with the Toronto Parking Authority for administration and operation of such Metro carparks as might be established.

In the meantime, local Parking Authorities have been established by York and North York Townships, and probably in the near future by New Toronto and Etobicoke.

- The Traffic and Legislation Committee requested a report from the Authority, City Traffic Engineer and City Solicitor, on regulation of rates charged by private parking operators. The report declined to recommend rate regulation, but did propose legislation to more adequately protect cars and contents parked with such operators. No action was taken.

Other Matters

- The Authority discussed the possibility of obtaining automatic computing equipment from manufacturers of punch card business machines. It is believed that such equipment would improve operating efficiency on its municipal carparks and reduce personal errors.

HIGHLIGHTS OF 1956 - CONTINUED

- Investigation of the feasibility of establishing municipal carparks on a self-sustaining basis was conducted in various business districts. In the Castefield - Yonge, Grenville - Bay, and Dundas - Simcoe areas, carpark recommendations were forwarded to and approved by City Council. In the Bloor - Runnymede, Mount Pleasant - Eglinton, Queen - Broadview, Queen - Lansdowne and other districts, it was recommended that parking meters be installed on the street to give temporary relief, assess economics of district parking, and provide funds for future carparks.
- Discussions were held with officials of the Toronto General, Women's College and Sick Children's Hospitals, concerning the lack of public parking in that general area. Proposals by the Authority for the erection of a public parking structure on lands owned by the Hospitals were not acceptable. The Authority anticipates appreciable difficulty in establishing municipal carparks in this area due to paucity and inflated values of suitable properties.
- In Hamilton, Ontario, His Honour Judge William S. Schwenger, arbitrated an appeal of a major retail establishment concerning business assessment for municipal taxation on parking facilities. His Honour ruled that 10% business assessment should apply only to parking facilities comprising an "area of unimproved land" and that the moment such land had been improved by grading, paving, fencing, floodlighting, etc., the business assessment should be increased to 25%. The Authority's recommendation that City Council sponsor a request for legislative clarification is under advisement.
- A new symbol for the Authority's municipal parking operations was adopted for identification signs at carpark entrances, and directional signs on major traffic thoroughfares. Copyright and trademark protection for these designs has been applied for in Canada and the United States. An advertising campaign was introduced in daily and weekly newspapers to acquaint the public with the location and advantages of their municipal carparks.

HIGHLIGHTS OF 1956 - Continued



Directional sign to Authority's Municipal Carparks.
(Symbol copyright and trade mark applied for.)

- Several more privately-operated parking lots in the downtown core were lost to new building projects. Examples are:—south-west corner of Yonge and Melinda, south side of Adelaide Street west of Yonge, north-east corner of University and King, south-west corner of University and Adelaide, south-east corner of York and Richmond.
- Continued pressure was exerted by local restaurateurs before City and Metro Councils for repeal or relaxation of curb parking prohibitions in the vicinity of municipal carparks. This, despite petitions signed by merchants when carparks were originally proposed, agreeing not to object to such street parking regulations. Regardless of strong stands by City and Metro traffic officials and by the Parking Authority, such local pressures continue.
- Representatives of the Authority participated in the First International Workshop on Municipal Parking Problems,

HIGHLIGHTS OF 1956 - CONTINUED

held in Detroit. It was encouraging to find that Toronto had made much greater progress than similar American cities, and that the Authority's basic policies were sound and realistic in comparison.

- Discussions were held with the Parks Commissioner and the City Planning Director, with a view to combined usage of downtown sites for surface park and underground parking. Several sites are being investigated.
- The Parking Authority of Toronto held 20 formal meetings during the past year.

THE TRANSPORTATION PROBLEM

Appreciating that our parking objectives must be kept in perspective, it has been our practice in Annual Reports past to record observations on the larger problem - municipal transportation.

Simple arithmetic attests to the enormity of Metro Toronto's traffic problems. In the past 25 years motor vehicles have multiplied four times as rapidly as the population. In the next 25 years there is predicted a doubled population to 2,800,000 and a quadrupled vehicle registration to 1,400,000.

These ratios cite but one cause for our traffic headaches. Equally serious are the lack of planning for a nation on wheels and difficulty of financing needed improvements. The motor vehicle has not been fitted into our modern urban life;—it dominates, inconveniences and frustrates it.

Inadequate roadways, unattractive public transit, lack of terminal (parking) facilities, timidity of public officials, and selfish business interest have all been described as responsible for allowing strangulation of our cities by traffic. There is no disputing that the private auto is the least efficient, if the most convenient, form of transportation. It costs more to operate than any other vehicle used for travel to and from work. It carries few riders for road space occupied, while interfering with traffic movement of commercial vehicles and public transit. It needs not only room to move, but a place to stop out of the traffic stream.

Surveys are ordered—in city after city—to find out how, if at all, mass transit can be made attractive at reasonable cost and win back the motorist. At the same time plans are announced for more and better highways and parking facilities to accommodate the motor vehicle that is behind our whole economy. It appears unlikely that public transit can be tailored to the individual demand of the commuting suburbanite. It appears unlikely that he can be induced to use tram, bus and subway to get around

THE TRANSPORTATION PROBLEM - CONTINUED

in his leisure time. The car owner shows that even under worst conditions of traffic jam, he prefers the comfort of his own vehicle to the added misery of being herded in a faster more efficient public carrier.

The fact is that despite shortcomings of public transit, no big city could get along without it. Indeed, in Metro Toronto there would be chaos.

Because the flooding tide of motor vehicles pouring into the City hampers commercial life and communications, there is growing awareness of the need for drastic action. It is not likely that any responsible public official will ever suggest that private vehicles be banned from mid-city. But there are repeated suggestions for subsidy of public transit construction equivalent that for street construction, for special municipal taxes on autos, and for sharing in the enormous taxes collected by the Federal Government from motor vehicles.

On a very practical level there is realization that curbside parking must be barred, and off-street auto storage space provided. By this practical approach, a City is able to obtain full traffic capacity on existing streets—freeing public transit and moving traffic. Equally important, economic pressure on unnecessary usage of private vehicles on congested streets is achieved through reasonable parking charges.

Curbside parking bans in the vicinity of municipal carparks may occasionally work hardship on an individual merchant. However, in the interest of making progress in tackling our transportation problem, such policy of City and Metro Councils is certainly warranted.

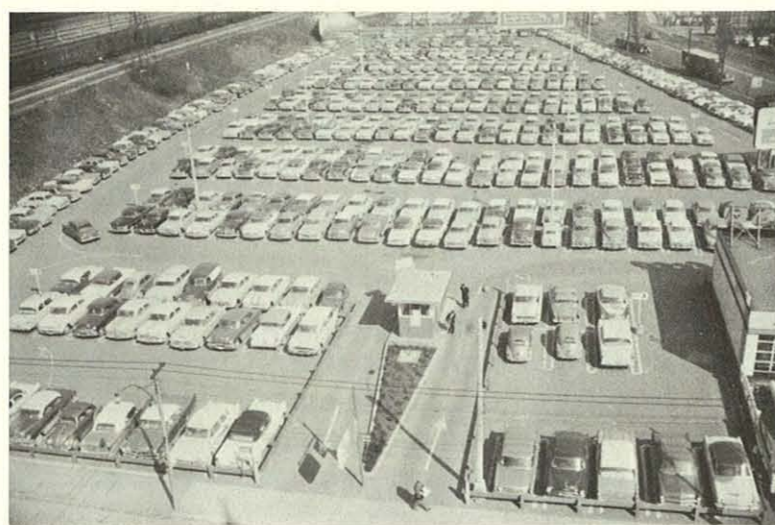
THE PARKING LOT — NOT A THING OF BEAUTY

Parking lots, service stations, and used car lots are not things of beauty. Yet they need not be a blight upon a district. It is true that many such facilities in Toronto are nondescript through lack of licence control;—cindered, shabby, poorly signed with ramshackle attendant's huts.

The Authority has tried to achieve high standards of construction and maintenance on its municipal carparks, as well as to earn a reputation for courteous, thrifty and efficient service. It has designed new illuminated signs which may, under license arrangement, become a widely recognized symbol of superior municipal parking facilities. It has experimented with shrubbery and planting boxes on its Yonge - St. Clair, Eglinton Park, Market Block and Fleet - Bay carparks. Advice and co-operation of the Commissioner of Parks and of landscape architects has been sought towards further improvements. However, deleterious effect of close exhaust fumes, vandalism, and splashing of calcium chloride slush, together with very high land costs limiting the space for plantings, are troubling factors.

Architects have been engaged for the design of a more attractive cashiers' office, first examples of which will be constructed in the Spring of 1957.

With a brief history of operations and lack of example to follow, the Authority feels it has developed a high standard of facility which it will continue to improve within its means and within practical operating limitations.



Municipal Carpark No. 32 — 500 cars, Bay — Fleet — Yonge Sts.

PLANNING AND PARKING

It is common practice to blame today's traffic and parking problems on yesterday's lack of planning—or lack of support for planning. But, it would be remiss to neglect to point out weaknesses in today's planning which could be of equally serious consequence.

Of the 13 area municipalities comprising Metro Toronto, only 3 have zoning by-laws with definite requirements for parking. New commercial, industrial and residential buildings *should* be required to provide generous off-street parking for tenant, owner and visitor. Not by whim or by conscience—but by law of sound planning. Otherwise, our problems will be compounded and cost of corrective action impossible.

Within the City of Toronto, the downtown core is habited by over 300,000 workers, shoppers and amusement seekers daily, but is exempt from zoning requirements for parking. New office towers, auditoriums, hotels, restaurants, hospital extensions, are announced and completed with nil or only token parking provisions. All too often those few basement parking spaces,—required by mortgage companies to protect "their" investments, are promptly leased and reserved to tenant office hierarchy. No space is set aside for customers, clients, public.

The public streets cannot continue to provide storage space for automobiles, however necessary their usage be.

SITE OF MUNICIPAL CARPARK #34

Completed this Summer —

- Our second mechanical parking garage
- 305 spaces, 8 storeys high.
- 3 Pigeon Hole elevators.

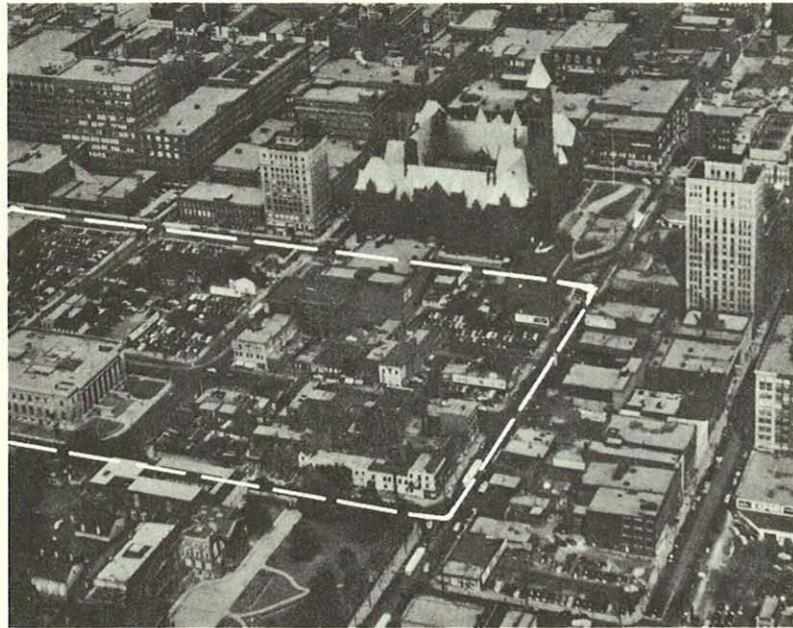
Your car may be —

- parked, locked and stored safe from tampering
- delivered within one minute at our usual thrifty parking charges.

 THE PARKING AUTHORITY OF TORONTO

CIVIC SQUARE UNDERGROUND GARAGE

It is recalled that 10 years ago when the late Mayor Robert H. Saunders persuaded the community to support a Toronto Civic Square, he exuberantly described handsome structures, beautiful greensward, and ample parking. His, and our dreams are slow of fruition, but at least the ample parking and a portion of the greensward will be created within another year, with the Authority's Underground Garage.



Site of the Civic Square 10 years ago — dilapidated structure and cindered parking lots predominated.

The Idea

- *AROSE* about 1950 when members of City Council returned from vacation and convention travels with photos of the continent's first underground garage in Union Square, San Francisco.
- *ADVANCED* in October, 1953, with the Authority's request to Board of Control that it be permitted to engage consultants for detail studies.
- *PURSUED* in November, 1953, by private promoters requesting a 50 year lease of lands under the Civic Square to build a 2,000 car garage, and pay the City a token sum of \$22,000. per year in lieu of taxes or rent.

CIVIC SQUARE UNDERGROUND GARAGE - CONTINUED

Private Versus Public Ownership

- Was the problem in March, 1954, in a joint report by the City Treasurer, City Engineer, and the Commissioners of Planning, Property and Buildings, who agreed that a sub-surface garage be constructed under the Square, but questioned the desirability of entrusting it to a private company rather than to the Parking Authority.
- Was reviewed at a public meeting in June, 1954, held by the Authority at the request of the City Traffic Committee, at which proposals of private promoters were opposed by the Downtown Business Men's Association and the Toronto Parking Association.
- Considered again by the Board of Control in November, 1955, with the Authority's proposal preferred over that of the private company.
- Settled in November, 1956, when Council approved the Authority's recommendations that Stage (1) for 1,300 cars be built at a self-liquidating cost of \$3,625,000. with the Authority paying annual taxes to the City estimated from \$75,000. to \$125,000.

How Many Parking Spaces?

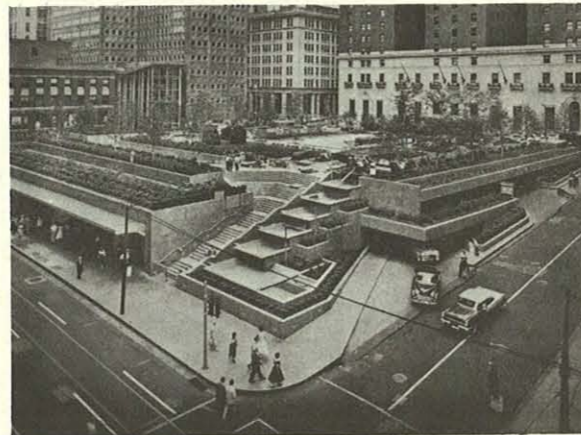
- In October, 1953, the Authority proposed demolition of slum buildings on the site of the Civic Square—at Authority's expense—and creation of temporary parking lots to assess parking requirements and operating characteristics of a future garage.
- The proposal was approved by Council in February, 1954, later postponed by Council to Summer of 1955, and due to court proceedings by commercial parking operators, these temporary carparks were delayed until Fall, 1955.
- In March, 1956, Council authorized the Authority to engage consultants for complete parking and traffic surveys and report on economic feasibility of Civic Square underground garage.

CIVIC SQUARE UNDERGROUND GARAGE - CONTINUED

- Authority engaged, at its expense, the H. K. Ferguson Company, which firm had designed, or designed and built sub-surface garages in Los Angeles, Pittsburgh, Columbus, Cleveland, Milwaukee and Detroit.



Pershing Square Underground Garage
Los Angeles



Mellon Square Underground Garage
Pittsburgh

- In September, 1956, the consultants reported an existing shortage of 1,600 car spaces in the vicinity of the Civic Square, and recommended construction of the garage in two stages of 1,300 plus 900 spaces. They predicted a shortage of 1,800 spaces in this area in 1965, as the result of continuing loss of public parking and the construction of new commercial buildings.
- In October, 1956, the Authority recommended to Council immediate construction of the 1,300 car Stage (1), but deferment of Stage (2) pending outcome of Competition for overall design of the Square.

Financing A Large Garage

- As early as October, 1955, the Authority consulted investment dealers as to the possibility of private financing,—of the revenue bond type.
- Provincial legislation, Federal insurance investment regulations, and increasing interest rates determined final reliance on conventional municipal debentures.

CIVIC SQUARE UNDERGROUND GARAGE - CONTINUED

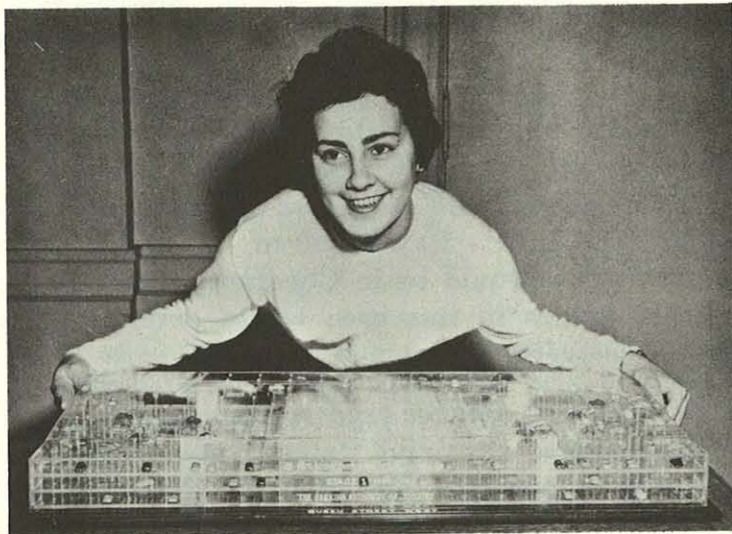
Planning and Co-ordination Starts Early

- In March, 1954, Council authorized the Architectural triumvirate for the Civic Square to co-ordinate an underground garage within their project scheme for a fee not to exceed \$10,000.
- In January, 1955, the Authority commenced discussions with the Commissioner of Property concerning his requirements for housing and servicing the extensive fleet of civic departmental vehicles.
- In May, 1955, a joint report to the Works Committee from the City Engineer, City Surveyor and City Traffic Engineer, recommended the establishment of a sub-surface garage in the block bounded by Bay - Queen - Albert - Chestnut; closure of Elizabeth, Albert and Louisa Streets; widening of Bay, Queen and Chestnut Streets. This first of many planning meetings was also attended by the Architectural triumvirate, City Planning Director and representatives of the Toronto Transit Commission, Metro Planning and Parking Authority.
- In March, 1956, a meeting for co-ordination of planning of the garage and Civic Administration buildings was attended by the City Planning Director, Deputy Metro Planning Director, City Traffic Engineer, Authority's manager, and the architects.
- In July, 1956, a further meeting of the latter group as well as the Toronto Transit Commission's Assistant Manager, agreed that the garage would be located under the block bounded by Albert - Bay - Queen - Chestnut; that main vehicular ramps would be in Chestnut Street; that prevailing street grades in this area would determine levels for park surface over garage.
- In June, 1956, civil defence aspects of the underground garage were investigated with civil defence co-ordinators of Metro Toronto, the Province, and Federal Government. It was concluded that appreciable shelter would be available to some 15,000 persons.

CIVIC SQUARE UNDERGROUND GARAGE - CONTINUED

- A landscape architect was engaged in July, 1956, under the direction of the Commissioner of Parks, for preliminary studies of park treatment over the garage.
- In September, 1956, preliminary discussions with the City Engineer on relocation of public utilities—water, gas, sewer, telephone, electric.
- In September, 1956, preliminary presentation of plans for Stage (1) of the garage to staff members of City Planning Board.
- On October 10th, 1956, City Planning Director inspects models, plans, and approves report to City Council reading in part:—

“With respect to the Civic Square International Competition recently approved by City Council, we assure your Committee that continuous conferences have been held with the Director of your City Planning Board. He has agreed that Stage (1) could be incorporated as a condition of the Competition and that there need be no conflict between Council’s approval of Stage (1) and the Competition being successfully carried through. Stage (2) would, of course, be deferred pending final decisions on overall design of the Square and future Administration structures”.



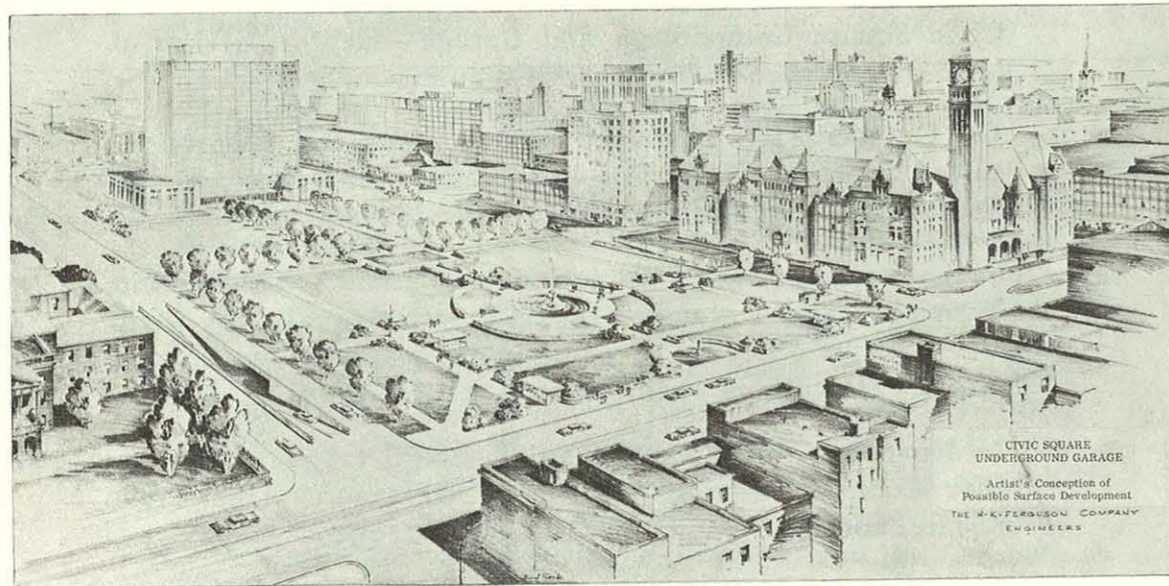
Miss Irene Nadasdi, of Authority's Staff presents Model of Civic Square Underground Garage.

CIVIC SQUARE UNDERGROUND GARAGE - CONTINUED

- In October, 1956, the Traffic Committee, Board of Control and the Authority, distribute copies of Report on Garage to various department heads, requesting comments.
- On October 30th, 1956, the Planning Director reports to Board of Control on several points of co-ordination between Civic Square Competition and Garage—such as design of park over garage to be part of Competition.
- On October 31st, 1956—the model, plans and reports received approval of the Toronto Traffic Conference and the Traffic Advisory Board at the Board of Trade.
- Seven meetings with City and Metro planners were held in November and December of 1956, attended also by civic and utilities officials, to co-ordinate pavement widenings, utilities relocations, road closures, etc., on the Civic Square.
- In November, 1956, the Planning Board recommended to City Council widening of Queen Street across the Civic Square, and from James to Cameron Streets.
- In February, 1957, the Board of Trade recommended to Council that the underground garage be delayed until results of the International Competition for the Civic Square were received and selected. Council decided to proceed with the garage on the basis of not preventing successful completion of Competition.
- In February, 1957, enquiries were directed to Civic Departments and the Harbour Commission re use for rubble and excavated material removed in garage construction.
- Meeting with architect for Osgoode Hall to co-ordinate their projects with adjoining underground garage, March 1957.
- In March, 1957, discussions re contracting for purchase of steam from the City Hall or Osgoode Hall for heating of office, and snow melting equipment in garage—in lieu of separate boiler room and chimney vents through park surface.

CIVIC SQUARE UNDERGROUND GARAGE - CONTINUED

- In March, 1957, approval from Planning Director on retention of surface roadways adjacent Chestnut Street ramps to garage.



Civic Square Underground Garage
Artist's conception of possible surface development.

Approvals Received

- On October 11th, 1956, a public meeting was held for presentation of models, plans and reports on Stage (1) of Garage, to Mayor, members of Board of Control, members of City Council, civic department heads, press and other interested persons.
- October 11th, 1956, Committee on Traffic and Legislation approved project.
- October 31st, 1956, Board of Control approves.
- November 5th, 1956, City Council approves.
- December 11th, 1956 — Metropolitan Toronto Council approves.

CIVIC SQUARE UNDERGROUND GARAGE - CONTINUED

- February 26th, 1957, Private Bills Committee of Provincial Legislature approves enabling legislation.
- March 18th, 1957 — Council reaffirms approval following further insistence on delay from the Board of Trade.
- March 27th, 1957—Ontario Municipal Board approves capital financing.

Concrete Action

- In the Summer of 1955 the Authority demolished the slum buildings on the lower Civic Square for temporary carparks and assessment of the true parking requirements.
- December 31st, 1956—demolition proceeds—removal of remaining theatre, hotel, restaurants and office buildings on Civic Square.
- January, 1957—Council approves Authority's proposal for financing up to \$100,000 of cost of utilities relocations as a charge on the garage.
- January, 1957—Council approves the Authority's plan for creation of temporary surface parking lots on various parts of the Square to off-set spaces lost during construction of garage.
- February, 1957—work orders issued to various public utilities for relocation of services.
- April, 1957—final plans and specifications for construction of Stage (1) completed, ready for invitation for public tender.
 - * Excavation should commence in May, 1957
 - * Garage expected to be completed and open to the public by Summer of 1958
 - * Design of Stage (2) to await completion of International Competition.
 - * Development of park surface to be decided in Competition.

THE PARKING AUTHORITY OF TORONTO
BALANCE SHEET AS OF DECEMBER 31, 1956

ASSETS

Current Assets

Cash in Bank and on Hand \$ 241,342.78
Accounts Receivable 1,728.70
Prepaid Expenses 5,562.00

248,633.48

Fixed Assets

Furniture, Fixtures, Equipment 34,585.69
*Carparks, Lands & Improvements .. 3,703,988.41

3,738,574.10

\$ 3,987,207.58

*NOTE:

These assets appear in the City's Balance Sheet, and the Authority does not hold title to them. They are included here by reason of having been designated for use of the Authority.

The financial information from which this Statement has been abstracted has been determined by the City Auditor.

R. W. Lewis - Accountant
John R. Walker - General Manager

LIABILITIES

Current Liabilities

Accounts Payable (including \$98,073.56 being capital expenses charged to current operations) \$ 113,873.66
Parking Stamps Sold but Unused 2,230.70

116,104.36

Current Surplus

132,529.12

Surplus from Operations, Dec. 31, 1956

\$ 248,633.48

Capital Liability

To funds advanced by City Treasurer pending debenture issues \$ 727,638.78

2,530,743.90

Debentures Issued ... 1,905,643.88

Less Redemptions ... 102,538.76

1,803,105.12

Capital Surplus

(A) Created by the purchase of fixed assets and equipment out of current revenues of the Parking Authority

599,933.19

(B) Created by the use of Parking Meter revenues for:-

Redemption of Debentures

102,538.76

Acquisition and Improvement of parking areas

505,358.25

607,897.01

\$ 3,987,207.58

